

# ARUBA NEWS

VOL. 11, No. 2

PUBLISHED BY THE LAGO OIL & TRANSPORT CO. LTD.

JANUARY 20, 1950

## L.E.C. Meets and Elects Officers

### Management Appoints Four Representatives

The Lago Employee Council elected last month met with Management for the first time January 4 in an introductory session, to discuss the status of the new system up to that time and to make plans for the future.

(At a later meeting the Lago Employee Council met to elect officers for the coming year. Their choice for president was Frederick Dirksz of TSD. Cecil Bishop of M&C was named vice-president, and Higenio Kelly of TSD is secretary. The Council is now proceeding with work on the constitution and by-laws.)

Attending the January 4 meeting for Management were J. J. Horigan, O. Mingus, C. F. Smith, and E. Byington, as well as the four men who have been appointed Company representatives to work with the Council, F. E. Griffin, H. Chippendale, J. V. Friel, and F. J. Getts. Council members include F. Dirksz, J. Maduro, B. K. Chand, C. R. Bishop, H. Kelly, S. Luydens, H. Blaize, and N. Baptiste.

Discussion at the meeting centered on what the Council will do and how it will function. Election results and problems were also discussed, and special reference was made to the excellent work of the two nominating committees.

Management representatives reviewed the whole scope of the new representation plan. It was explained that the Company's basic reason for setting up the plan was two-fold: first, a sincere desire to strengthen the negotiating side of employee-management relations; and second, to meet a strongly-felt need for proportionate representation between the major groups of employees.

Some of the many ways in which the plan is an improvement were pointed out: through assuring adequate representation of major plant population groups; through spreading the representation work load between the negotiating committee and the several advisory committees, so that problems receive

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## Prins Bernhard Lo Bishita Aruba

Su Alteza Real Prins Bernhard lo bishita Aruba Dialuna 23, y Diamars 24 di Januari. Durante su estadia aki lo e bishita tur parti di e isla, incluyendo refinaria di Lago.

Programma di su bishita ta manera ta sigui:

### Dialuna, 23 di Januari

8:35 a.m. — Yegada na Vliegveld Dakota.

9:15 a.m. — Prins Bernhard lo pone un krans na monumento di Boy Ecury.

9:20 a.m. — Bishita na Julianaschool.

9:40 a.m. — Paseo door di Oranjestad, cu bishitanan na San Pedro Hospitaal y Eagle.

11:15 a.m.-12:15 p.m. — Recepcion público na oficina di Gezaghebber.

12:30 p.m. — Prins Bernhard lo bai pa Passangrahan.

1-2:30 p.m. — Comemento na Passangrahan cu invitadonan.

2:30 p.m. — Bishita na Misa di Noord.

2:55 p.m. — Bishita na Palm Beach Club.

Vliegveld Dakota.

### Diamars, 24 di Januari

8:45 a.m. — Yegada na Vliegveld Dakota.

9 a.m. — Bishita na schoolnan di Noord, Santa Cruz, Sabaneta y San Nicolas.

11 a.m. — Bishita na Lago.

11:15 a.m. — Bishita na Lago High School.

11:30 a.m. — Bishita na Hospitaal di Lago.

12 — Bishita na Esso Club.

1-2:30 p.m. — Comemento na Esso Club.

2:30 p.m. — Salida pa Vliegveld Dakota, via Lago Heights.

3 p.m. — Despedida na vliegveld; henter Comité lo ta presente.

Prins Bernhard a keda di sali foi Hulanda dia 2 di Januari abordo di "Karel Doorman" foi Rotterdam pa Curacao, yegando dia 18 di Januari. E tin idea di bai Venezuela tambe, abordo di "Jacob van Heemskerck", y di haci diferente otro biahanan cu e avion di Gobierno cu tin abordo di "Karel Doorman".

Prins Bernhard lo bolbe Hulanda mei mei di luna di Maart, cu aeroplano.

Despues di su bishita na islanan Hulandes, Prins Bernhard lo haci bishitanan oficial na Mexico y Canada.

## Prince Bernhard Will Visit Aruba

His Royal Highness Prince Bernhard is due to visit Aruba on Monday and Tuesday January 23 and 24. During his stay here he will visit all parts of the island, including the Lago Refinery.

Prince Bernhard's schedule during his visit has tentatively been set as follows:

8:35 a.m. — Arrives at Dakota Airport, where he will be welcomed by a reception committee composed of Government officials and other prominent citizens. The Prince will leave Dakota by passing between two lines formed by Boy Scouts and school children.

9:15 a.m. — Prince Bernhard will place a wreath on the statue of Boy Ecury. The guard of honor will consist of three resistance members and a Knight of the Order of Willem.

9:20 a.m. — The Prince will visit the Juliana School, where the school children will sing several songs.

9:40 a.m. — Tour of Oranjestad, including the San Pedro Hospital and the Eagle Refinery.

11:15 a.m. 12:15 — Public reception at the office of the Lt. Governor. Anyone wishing to pay his or her respects to the Prince can do so at this time.

12:30 p.m. — To the Government Guest House, Pasangrahan.

1-2:30 p.m. — Lunch with invited guests.

2:30 p.m. — Visit to the Noord Church.

2:55 p.m. — Visit to the Palm Beach Club.

4 p.m. — To Dakota Airport to return to Curacao.

### Tuesday, January 24

8:45 a.m. — Prince Bernhard arrives at Dakota Airport.

9 a.m. — Visits to schools at Noord, Santa Cruz, Sabaneta, and San Nicolas.

11:30 a.m. — Visit to Lago, where the Prince will be greeted by Company officials.

11:45 a.m. — Visit to the Lago High School.

12 — Visit to the Lago Hospital.

12:30 — Visits the Esso Club.

1-2:30 p.m. — Lunch at the Esso Club.

2:30 p.m. — Leaves for the Airport via Lago Heights and the Prins Bernhard Street in San Nicolas.

3 p.m. — Farewell at Dakota Airport by the full committee.

The Prince was scheduled to leave Holland on January 2. He was to travel on the aircraft carrier "Karel Doorman" from Rotterdam to Curacao, arriving there on January 18. He planned to travel to Venezuela on the cruiser "Jacob van Heemskerck". Other trips will be aboard the Government Dakota plane which is being carried on the "Karel Doorman".

Prince Bernhard is expected to return to Holland by the middle of March. The return trip will be made by plane.

Following his visit to the Netherlands West Indies, Prince Bernhard will pay official visits to Mexico and Canada.

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His Royal Highness Prince Bernhard

## New Safety Record Set by Refinery

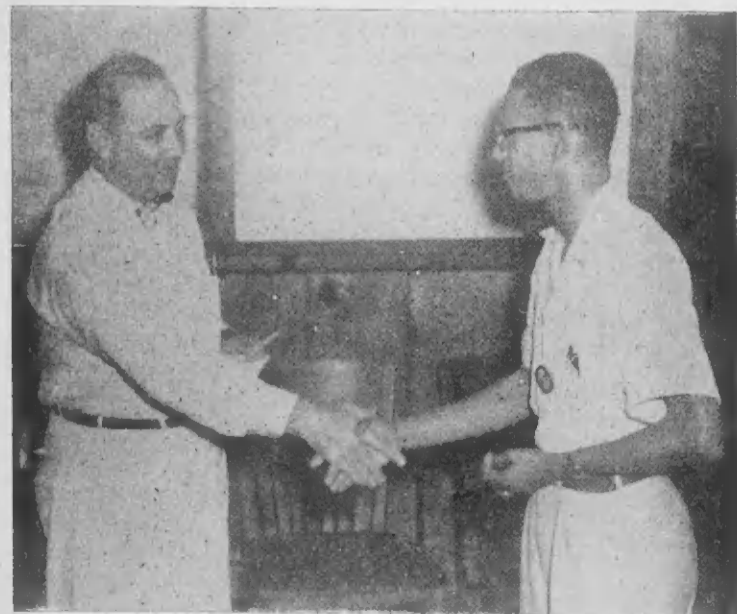
A new all-time safety record was set here this month when refinery employees completed 51 working days without a single lost-time injury. Unofficial estimates placed the total number of safe man hours worked at roughly two and a half million; exact figures will be available later.

(Lago's previous best safety record was 2,200,000 safe man hours, covering a period of 43 days in the latter part of 1947 and early 1948.)

The new record began on last November 17 and ended January 7. For the third time in the refinery's history, employees worked a full calendar month (December) without a single disabling injury.

To commemorate the new record, the Company awarded 63 cash prizes totaling Fls. 4,400 at a drawing held at the Main Gate (see separate story).

Lago's new safety record compares



Caesar de Souza, clerk at No. 2 Powerhouse, receives Fls. 50 for his winning suggestion of "Essolito" for the oil-drop character's name. F. E. Griffin, Process Superintendent, congratulates Mr. de Souza for his idea.

Caesar de Souza, un klerk na Powerhouse no. 2, ta ricibi Fls. 50 pa e nomber cu el a proponé pa e gota di azeta, esta "Essolito". F. E. Griffin, hefe di refinamiento ta felicitá Sr. De Souza pa su idea.



Benjamin Lampe, who suggested the name "Esso Lito" for the oil-drop character, received a consolation prize of Fls. 10. He is a first-year apprentice, and is shown above looking at Essolito himself, who is quite happy about his new name.

Benjamin Lampe cu a manda e nomber "Esso Lito" aden pa e gota di azeta, a ricibi un premio segundo di Fls. 10. E ta un aprendiz den su promé anja di entrenamiento, y aki nos ta miré cu Essolito mes, kende ta masha "happy" cu e nomber cu nan a duné.

## Hold Income Tax Declarations

All monthly paid employees, both staff and foreign staff, are receiving income tax declarations from the Government. These reports are to be held until individual earning reports are released to employees by the Company.

## SCHEDULE OF PAYDAYS

### Semi-Monthly Payroll

January 16-31 Wednesday, Feb. 8

January 1-15 Monday, January 23

### Monthly Payrolls

January 1-31 Thursday, February 9



# ARUBA ESSO NEWS

PUBLISHED AT ARUBA, NETHERLAND WEST INDIES, BY THE LAGO OIL & TRANSPORT CO., LTD.

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With the visit to Aruba of His Royal Highness Prince Bernhard, citizens of the island will get an opportunity to become better acquainted with one who is taking an ever-increasing interest in their problems. For, since the end of the war, when Prince Bernhard was occupied mainly with military matters, he is constantly taking a greater interest in social and economic matters that affect the Netherlands Kingdom and its people at home and overseas.

The Prince is especially active in organizations that are aiding war veterans and former members of the Resistance. Labor and its problems also hold a strong interest for him. Among other activities, he is closely associated with groups that conduct various industrial training courses.

As part of an industry that is closely allied with the future of the Netherlands West Indies, Lago joins Aruba in extending a warm welcome to the royal visitor.

Bishita di Prins Bernhard na Aruba lo ta un bon oportunidad pa residentenan di e isla sinja conoce kende tin un interes continuo den na problemanan. Pasobra, foi despues di guerra, durante cual Prins Bernhard tabata ocupé unicamente cu asuntonan militar, e ta tumando mas y mas interes den asuntonan social y económico di Reino Holandes y su súbsitonan, tanto na Holanda como na colonianan.

Prins Bernhard ta muy activo den organizacionnan pa yuda veteranan di guerra y ex-miembronan di Ondergrond. Problemanan di obradornan tambe ta interesé sumamente. Entre otro actividadnan, e tin hopi di haci cu un grupo cu ta conduci cursonan di entrenamiento industrial.

Como parti di un industria, fuertemente conectá cu futuro di islanan Holandes, Lago ta unió na Aruba pa duna cordial bonbini na e bishita real.

## Refinery Reporters

Simon Coronel  
Eipat Chand  
Sattaur Bacchus  
Simon Geerman  
Bernard Marquis  
Iphil Jones  
Erskine Anderson  
Fernando da Silva  
Bertie Vlapree  
Hugo de Vries  
Willemfridus Bool  
Mrs. Ivy Butts  
Jacinto de Kort

Harold Wathey  
Mrs. M. A. Mongroo  
Elsa Mackintosh  
George Lawrence  
Calvin Hassell  
Federico Panson  
Edgar Connor  
Mario Harms  
Cade Abraham  
Jan Oduber  
John Francisco  
Jose La Cruz  
Stella Oliver  
Ricardo Van Blaricum  
Claude Bolah

Harold James  
Edney Huckleman  
Samuel Rajroop

Hospital  
Storehouse  
Instrument  
Drydock  
Marine Office  
Receiving & Shipping  
Acid & Edeleanu  
Pressure Stills  
C.T.R. & Field Shops  
T.S.D. Office  
Accounting  
Powerhouse 1 & 2  
Laboratories 1 & 2  
Laboratory 3  
Lago Police  
Esso & Lago Clubs  
Dining Hall (2)  
Catalytic  
M. & C. Office  
Masons & Insulators  
Machine Shop  
Blacksmith, Boiler & Tin  
Pipe  
Welding  
Colony Commissary  
Plant Commissary  
Laundry  
Colony Service Office  
Colony Shops  
Garage  
Industrial Relations  
Sports  
Special  
Carpenter & Paint  
Gas Plant

## Lake Fleet Reporters

R. Boekhoudt  
M. L. Lane  
J. A. Melfor  
R. Wilson  
N. Sampson  
H. W. Mulzac  
M. John  
N. F. Clarke  
R. M. Josephia  
F. Modeste  
P. N. Semeleer  
C. T. Pantophlet  
Z. Z. Fleming  
F. T. Angel  
J. Smith  
R. A. Martis  
W. F. Van Putten  
C. Gilkes  
K. Davis  
L. Findley  
C. A. Euton  
A. C. Nurse  
J. Kock  
G. O. Walker  
J. I. Yanga  
L. E. Marchena  
D. L. Van Putten

S.S. "Amacuro"  
S.S. "Ambrosio"  
S.S. "Andino"  
S.S. "Bachaquero"  
S.S. "Boscan"  
S.S. "Caripito"  
S.S. "Cumarebo"  
S.S. "Guarico"  
S.S. "Invercaibo"  
S.S. "Inverrosa"  
S.S. "Inverruba"  
S.S. "Jusepin"  
S.S. "Mara"  
S.S. "Maracay"  
S.S. "Misoa"  
S.S. "Pedrales"  
S.S. "Quiriquire"  
S.S. "Sabaneta"  
S.S. "San Carlos"  
S.S. "San Cristobal"  
S.S. "Temblador"  
S.S. "Trujillo"  
S.S. "Yamanota"  
Shoregang  
Tug "Delaplaine"  
Tug "Colorado Point"  
Relief Pumpmen

## Refineria A Alcanza Record Nobo di Seguridad

Un record nobo di Seguridad a keda estableci e luna aki, ora cu empleadonan di refineria a completá 51 dia di trabao sin un solo accidente cu pérdida di tempo foi trabao. Cijfernan exacto ta pendiente, pero inoficialmente e cantidad di oranan di trabao ta calculá na mas o menos dos millon y mei.

(E record di mas halto cu Lago a yega di alcanza anteriormente tabata di 2,200,000 ora di trabao, cubriendo un periodo di 43 dia durante ultimo parti di 1947 y principio di 1948.)

E record nobo ta corre di 17 November di anja pasá te dia 7 di Januari di e anja aki. Pa di tres bez den historia di Lago, empleadonan a traha henter un luna di anja sin un solo accidente (December).

Pa conmemorá e record nobo, Compania a duna 63 premio cu a suma na Fls. 4,400, na cual loteria tur empleado a tuma parti.

Lago su record nobo di Seguridad ta compará favorablemente cu esnan di mihor di tur companianan di Standard Oil, tanto na Merca como na estranheria. Esaki ta di hopi nificacion pa via cu Lago ta un planta industrial, refinamiento, reparacion di vapornan, trahamento di ácido, construccion y otro actividadnan cu no ta directamente conectá cu refinamiento di petroleo.

Lago su record nobo a terminá dia 7 di Januari; e record anterior di 2,200,000 a terminá dia 10 di Januari, 1948. Promé cu esey e mihor record tabata conta 1,422,174 ora di trabao, durante e periodo di 11 di Mei pa 19 di Juni di 1940. Di 19 di Januari pa 16 di Maart di anja 1936, refineria a traha 56 dia (1,184,512 ora) sin un accidente cu pérdida di tempo foi trabao.

## DEATHS

William Henry Bell, corporal B in the Wholesale Commissary, died January 5. He was 33 years old, and had been an employee of the Company for just over 12 years.

Mr. Bell was born in St. Martin, N.W.I., and is survived by his father, five brothers, and four sisters.

## A February Calendar

- 6-12 - Boy Scout Anniversary Week.
- 12 - Lincoln's birthday.
- 14 - St. Valentine's Day.
- Bell & Gray patented telephone, 1876.
- 18 - Prince-s Marijke's birthday
- 21 - Shrove Tuesday.
- 22 - Ash Wednesday (Lent begins).



The above picture of the Netherlands Royal Family was taken in September 1948. From the left are Princess Irene, Princess Margriet, Queen Juliana, Prince Bernhard, Princess Marijke, and Princess Beatrix. (Photo by M. C. Meyboom, courtesy of the Netherlands Government Information Service.)

E portret aki cu ta muestra Familia Real di Hulanda ta tumá na September di 1948. Di robes pa drechi, Prinses Irene, Prinses Margriet, La Reina Juliana, Prins Bernhard, Prinses Marijke, y Prinses Beatrix. (Fotografia di M. C. Meyboom).

## SAFETY RECORD

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very favorably to the best made by any operation of the Standard Oil Company (New Jersey), either foreign or domestic. It is especially outstanding because of the type of industrial plant which Lago is — where refining, ship repair work, acid making, construction, and numerous other activities not usually associated with an oil refinery are involved.

Lago's new record ended on January 7; the previous best record of 2,200,000 safe man hours ended on January 10, 1948. Prior to that, the best safety record was 1,422,174 safe man hours, covering the period from May 11 to June 19, 1940. From January 19 to March 16, 1936, the refinery worked 56 days (1,184,512 hours) without a disabling injury.

## George Allan Dies in New York

George Allan, manager of the Employment Section in Jersey Standard's Overseas Personnel office in New York, died December 29. He was 50 years old.

He is survived by his widow and a daughter.

Mr. Allan was known to many Lago employees because of a trip he made to Aruba in 1948. He had also interviewed many candidates for employment in the States.

A daughter was born December 16 to Mr. and Mrs. A. De Barros in New York. The baby, weighing eight pounds three ounces, was named Adelaide Amorim. Mr. De Barros works in the Esso Dining Hall.

## Aruba Cultural Center Formed

On December 23 the legal formation of the Foundation "Aruba Cultural Center" took place. The Foundation is an independent affiliated group of the one now being formed at Curaçao, and of the Sticusa (Foundation for Cultural Collaboration) established in Amsterdam.

The board of the Foundation is as follows: F. Steenmeyer, chairman; J. Pauw, assistant chairman; Tj. Wijbrandus, secretary; Dr. J. N. van Veen, assistant secretary; E. E. Croes, treasurer; Dr. R. M. Robles, assistant treasurer; and the directors are J. H. Beaujon (of the Industrial Relations Department), E. Bartels, Dr. P. I. Henriquez, C. D. Irausquin, H. A. Kemmink, W. F. M. Lampe, Eng. P. J. Nagel, R. T. de Palm, and H. A. Pieters. Dr. Johan Hartog was appointed head of the Foundation.

## Be Sure To Get 2nd Diphtheria Shots

The children of many Lago employees have recently received inoculations against diphtheria at the Hospital. Parents of those children are reminded that they must return for additional shots at the of a month if the inoculation is to be effective.

The first inoculation does not make the child immune to diphtheria; unless he gets the complete series he will still be liable to catch the disease.

Diphtheria shots do not immediately make the child safe from the disease. A period of from two to three months is necessary after the inoculations before the child is immune to it. So the shots should be taken long before any epidemic starts. For this reason diphtheria toxoid (as well as inoculations against whooping cough and typhoid vaccine) have always been stocked by the Medical Department. They are available anytime for the use of persons entitled to treatment at the Hospital.

The Medical Department urges employees and their families to take shots

against typhoid-paratyphoid fever. Children over the age of six months should be inoculated against diphtheria and whooping cough as well. Those desiring any of these shots should go to the Hospital (for families), the Plant Dispensary (for employees), or the Marine Dispensary (for sea-going personnel).

Several diphtheria cases have been reported on the island, and the Medical Department gave 1,150 inoculations against it between January 3 and January 9.

At that time the toxoid material here, as well as elsewhere in the Netherlands West Indies, was exhausted. When additional toxoid arrived here by air express from the United States, it was expected that at least another thousand shots would be given.

Remember: to be effective, a series of diphtheria shots must be given, the second a month after the first. Even then, it will be two or three months before the body has developed immunity against diphtheria.





The Carrabulle is nudged into its mooring berth by a harbor tug. The problem of cutting port time on ships like this was a critical challenge in 1917.

turnaround meant actual loss in shipping capacity and high demurrage costs. The situation was serious.

The primary factor slowing up movement of ships was inadequate harbor facilities. The increase in refinery throughput had outstripped the docks and other equipment that had served so well during the war years. Plans were underway to improve the harbor by adding three new finger piers and eliminating the worn out T dock. But the construction would take a long time. Something had to be done.

The tanker turnaround committee looked at all the factors affecting harbor traffic. Could anything be speeded up? Could any time-consuming operations be eliminated?

The answer was a tentative "yes". Tanker turnaround time depended on departments throughout the refinery, and many changes would eliminate only minutes..... not the hours needed. With no definite point where a big chunk of time could be saved, the job had to be handed out to all the departments, each to do its share.

The race was against the clock.....

the clock on the wall of Room 11, Marine Department, where ship and harbor operations were coordinated; the clock at the loading pumphouses and at Receiving and Shipping headquarters; the clocks in many other parts of the refinery; wristwatches on men on the docks and the launches; even the clocks in New York entered the Aruba turnaround picture.

The clock ticked slowly for the average tanker at the beginning of 1947. Fifty hours and 41 minutes were needed for the total operation from the time the tanker arrived at Aruba to the time it sailed.

Now, at the the end of 1949, it takes only 28 hours, 6½ minutes to service a tanker. The chart below gives the improvement in tanker turnaround time for the past three years. It has been a great achievement. The credit goes to men in all phases of the operation.

"Race Against Time," the story of tanker turnaround, will be concluded in the next issue of the Aruba Esso News. The second part of the story will give a complete account of the ways by which the problem was solved.

# Race Against Time

THE DRAMATIC STORY OF OUR TRIUMPH OVER TIME IN THE JOB OF SERVICING TANKERS.

TANKER TURNAROUND TIME HAS BEEN CUT NEARLY IN HALF IN THE LAST THREE YEARS.

THIS is the story of Tanker Turnaround.

The single important fact in this story is that 22 hours and 35 minutes have been sliced off the average time a tanker spends at Aruba.

It took three years of sweat and worry to accomplish this fact; three years during which the men of seven departments quietly dedicated themselves to a goal that seemed impossible to achieve.

Although the job is not yet complete, this is a good time to look at the record and write the story. For the close of 1949 marks the point at which new

harbor facilities will permit speeding up the unloading and loading of ships. But for three years before this, the job of improving tanker turnaround depended solely upon the men of Lago, the tanker crews, and the Government.

Early in 1947, six men representing Process, Marine, T.S.D., M. & C., and Accounting were appointed to study the problem of reducing tanker turnaround time. The facts were laid on the table.

More than thirty thousand hours were being lost each year by tankers awaiting berth at Aruba. World demands for oil were high. During this time Aruba's crude throughput was continually being increased. Slow tanker

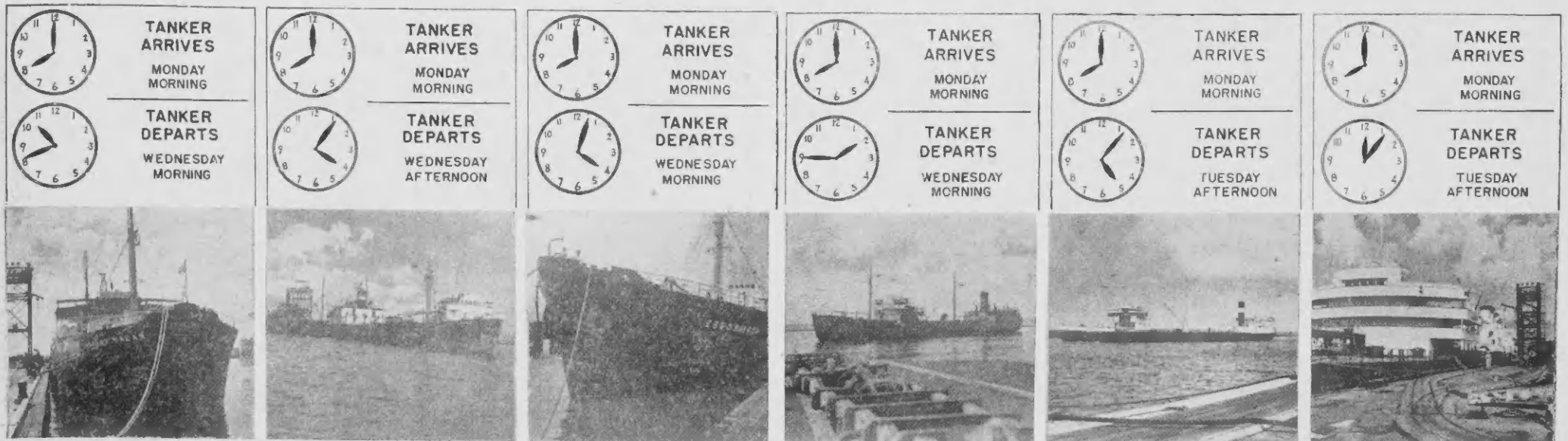


The midpoint of turnaround comes when the wharfingers fasten the hose to the deck connections of a tanker. Coordination of all factors makes fast turnaround possible.



Turnaround almost complete, the Esso Balboa leaves the harbor to wait for its cargo documents. Loading hoses on dock are made ready for the next tanker.

This is the achievement: 22 hours and 35 minutes sliced off the average tanker time in port.



Fifty hours and 41 minutes was the average time for tanker turnaround during the first half of 1947. This time increased to 56 hours and 6 minutes during the latter part of the year, but plans were underway to solve the problem. This chart shows the port time for the two periods.

1948, as shown above, was better. Clocks at left show a time in port of 44 hours, 3½ minutes. During the second six months of 1948 the time was cut to 41 hours, 45 minutes. Average number of vessels loaded each month in 1948 was 126, compared to 125 in 1947.

1949 set new records. The first half of the year saw an average time in port of 33 hours, 7 minutes. During the last six months the average turnaround time was only 28 hours, 6½ minutes, with an average of 129 vessels loaded each month. New supertankers speeded the job.





A holiday dinner is enjoyed in the United States by Lago's two apprentice scholarship winners, Francisco Dijkhoff and Dominico Britten. The two boys are seen at the dinner table with the D. E. Wilkinson family, with whom they live in Allentown, Pennsylvania.

## Lago's Two Apprentice Scholarship Winners Visits Pittsburgh Over Christmas Holidays

Recent letters from Lago's two apprentice scholarship winners now in the States tell of their Christmas holiday experiences. Highlight of their vacation from school was a trip to the great industrial city of Pittsburgh, Pennsylvania.

Both Dominico Britten and Francisco Dijkhoff were tremendously impressed by the sights they saw in Pittsburgh and on the way to that city. They spent two days there after Christmas.

On Christmas Eve the two youngsters, who received scholarships for being the outstanding graduates of last year's apprentice training class, went to church. Returning home, they watched a midnight mass on television from the famed St. Patrick's Cathedral in New York City.

The two boys live with D. E. Wilkinson, of the Allentown (Pennsylvania) Vocational Public High School, and his family. They described their helping the Wilkinsons decorate the Christmas tree. Underneath the big tree was an electric train passing in and out of tunnels, a toy milk car loading and unloading milk, and a coal elevator dumping coal into a dump truck. All worked mechanically.

On their trip to Pittsburgh with Mr. Wilkinson, the boys traveled on the 160-mile superhighway, the Pennsylvania Turnpike. Described as the world's greatest, the turnpike has seven tunnels, with the longest being 6782 feet in length. Inside the tunnels, mercury vapor lights produce a daylight effect.

The boys described the restaurants and gasoline stations located at convenient intervals along the highway. They noted 10 Esso Service stations, and had their pictures taken underneath an Esso sign.

In Pittsburgh they visited the Westinghouse Air Brake Factory, and the Westinghouse Electric Company. Among the many things they saw were air brakes for trucks, cranes, and locomotives being made and tested; huge armatures being made which were for generators that are run by water; and how wires are insulated so they can be used for high voltage in substations.

Young Britten and Dijkhoff took pictures in the two factories, as well as of other interesting sights. Among them were shots of the George Westinghouse Bridge, the highest cement bridge in the world. It's a mile and a half from its top to the lowest point in the valley beneath.

While in Pittsburgh the two boys were guests of Mr. Wilkinson's father at supper. Following that, Mr. Wilkinson's nephew took them to a movie, where they also enjoyed a vaudeville performance.

In Harrisburg, on their way back to

L.E.C.

Continued from page 1

more concentrated handling; through individual departmental problems being handled more rapidly through the system of district representatives; through a clear-cut and mutual understanding, to be provided by the working agreement, on what is negotiable and what is of an advisory nature. Members were reminded that there are no new or experimental features in the plan — that practically every phase of it has been used in other places with good results.

The case of New York City was given, in which representatives of the city council are elected on a system similar to ours; that is, the people of the borough of Staten Island elect a member to the central council but do not vote on what member of the borough of Brooklyn is sending; Brooklyn votes only for its own member, and not for members from the borough of Manhattan. Yet the city council works as a unit in administering problems affecting all the boroughs of the world's largest city.

During the general discussion a member of the L.E.C. expressed appreciation of the Company's effort. While difficulties had occurred in the past in employee-management relations, he proposed a "cleaning of the slate", a fresh start in which all elements could strive for cooperation under the new plan.

The meeting ended with a hope for mutual understanding and for patience in working out the problems that lie ahead.

### Comision Lo Studia Papiamento

Pasonan oficial a worde tumá recientemente pa trece uniformidad den lenga Papiamento, estableciendo reglanan fihe di ortografía y di gramática, y formulando un diccionario.

Un artículo den "Amigo di Curaçao" ta bisa cu un comision a worde nombrá pa Gobierno pa studia es problema.

Instalacion di e Comité a tuma lugar na Cultuurcentrum na Willemstad; J. H. Sprockel, miembro di C.A.B., a habri e ceremonia, dunando bombini na esnan presente.

Allentown, they stopped and visited for several hours with Mr. Wilkinson's sister.

### Dijkhoff y Britten Ta Bishitá Centro Industrial na Merca

Cartanan reciente di Lago su dos aprendiznan cu ta studia na Merca ta conta com nan a pasa nan vacantie di Pascu. Punto di mas interesante di nan vacantie tabata nan biaha pa Pittsburgh, un gran centro industrial

Tanto ta Dominico Britten como Francisco Dijkhoff a keda masha impresioná cu loque nan a mira na Pittsburgh y na caminda den trein. Nan a keda pasa dos dia aya.

Bispo di Pascu anochi e dos hobennan cu tabata e mihor graduadonan di klas di aprendiz anja pasá, a bai misa. Ora nan a bolbe cas, nan a mira y scucha misa di mei-anochi pa television. E misa tabata worde ofrecí na St. Patrick's Cathedral na New York.

E mucha-hombenan ta biba cerca D. E. Wilkinson, un di e maestronan di e school cu nan ta bai na Allentown. Nan ta skirbi com nan a yuda e maestro y su señora dorna nan Kerstboom. Bao di e Kerstboom tabatin un trein eléctrico ta drenta y sali foi tunnel, un auto chikito cu ta carga y descargá lechi, y un grua cu ta yena carbon den un dump truck; tur na miniatura, y tur tabata traha mecanicamente.

Pa bai Pittsburgh nan a bai den trein, pasando den siete tunnel y esun di mas largo tabata 6782 pia. Den e tunnelnan nan ta cende luznan especial cu ta duna impresion di luz di dia.

E mucha-hombenan a skirbi di e restaurantnan y stacionnan di gasolin cu tabatin na caminda; nan a conta 10 Esso Service stations, y nan a saka portret bao di un borchi di Esso.

Na Pittsburgh nan a bishitá un fábrica di brake (Westinghouse Air Brake Factory) y Westinghouse Electric Company unda nan ta traha stoff, frigider, machien di laba paña, etc.

Britten y Dijkhoff a saka portret den dos fábrica y na otro lugarnan di interes particular, entre otro na George Westinghouse Bridge, e brug di cement di mas halto di mundo. E ta un milla y mei for di e punto di mas abao pa e punto di mas halto.

Durante nan bishita na Pittsburgh nan a bishitá Sr. Wilkinson su tata, na cas di kende nan a cena. Despues, un subrino di Sr. Wilkinson a hiba nan un teatro unda nan a mira un comedia.

Bolbiendo Allentown nan a pasa Harrisburg, unda nan a pasa algun ora na bishita cerca un ruman muher di Sr. Wilkinson.

Dominico y Francisco ta manda cumindamento pa tur nan amigonan na Aruba. Nan adres ta 2128 Washington Street, Allentown, Pennsylvania, U.S.A.



### Falcon Club Displays Talents With New Show



The Falcon Club entertained on December 30 with a play entitled "Thrills of La Paz". The show was held at the B.I.A. Hall. Members of the cast gather after the show to have their picture taken. (Photo by S. Rajroop)

Club Falcon a duna un comedia titulá „Thrills of La Paz” na B. I. A. Hall na San Nicolas dia 30 di December. Akí nos ta mira esnan cu a tuma parti adzn.



Corporal N. F. Brume of the Lago Police Department was re-elected Grand Master of the Curaçao District of the Grand Lodge of the International Order of Mechanics of the Western Hemisphere, Inc. Mr. Brume was guest of honor in Curaçao recently at the yearly convention of the Netherlands Antilles District of the Lodge. He has served in the fraternal organization for many years. During his Curaçao trip he visited the C.P.I.M. refinery, and attended a banquet given for him. He has been with Lago for 14 years.

### Launch Helper Drowns In San Nicolas Harbor

Alfred Ch. E. Mettendaf, a launch helper in the Marine Department, was drowned January 11 when the launch he was on collided with a ferry launch in the San Nicolas harbor. As a result of the collision, Mettendaf, who was standing alongside the engine cowling, was thrown into the water. Although a crew member of the ferry launch was ready to throw a life ring into the water, Mettendaf disappeared beneath the surface. It required a forty-minute search to recover his body.

The deceased was from Surinam, and lived in San Nicolas. He was 21 years old and had worked for the Company for just over a year.

He is survived by three sisters, a brother, and an uncle, Jacob Kom, who works at the Esso Dining Hall.

The Company's Management Safety Committee was making a full investigation of the accident.



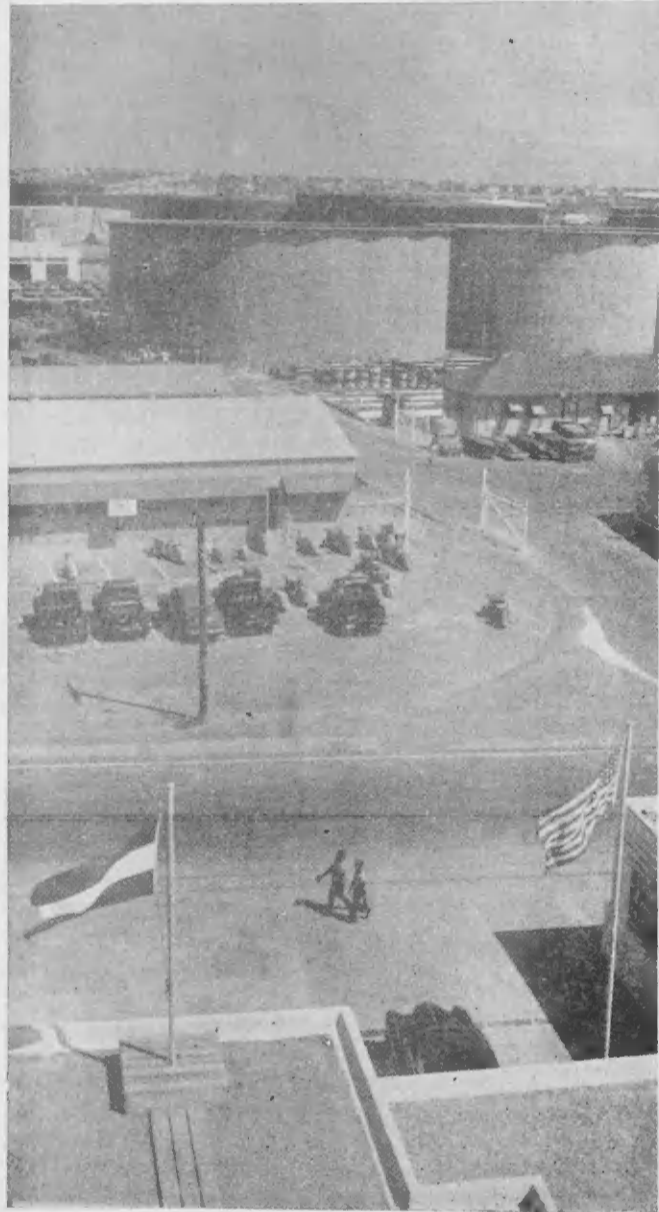
**NEWS  
and  
VIEWS**



One of the largest sharks ever caught at the Lake Tanker dock hangs above on the deck of the SS Misoa. The seven foot two inch shark was hauled in by the cooperative efforts of crewmembers from the Misoa, including R. Trinidad, Clement Mercera, Ramon Andrade, John Smith, Robert Boek, and Peter James Evey. At left is Mr. Andrade, at right Mr. Mercera.



Distribution of the 30% safe workers contest prizes was held on December 30 and 31. Forty-six hundred wallets were given to safe workers and compacts were given to the women on the teams. Fitzgerald Derick, right, Powerhouse No. 1, gets his wallet from E. M. Wade, Zone Foreman, in this picture taken on the day of distribution. All workers who were on vacation during this time will receive their prizes when they return.

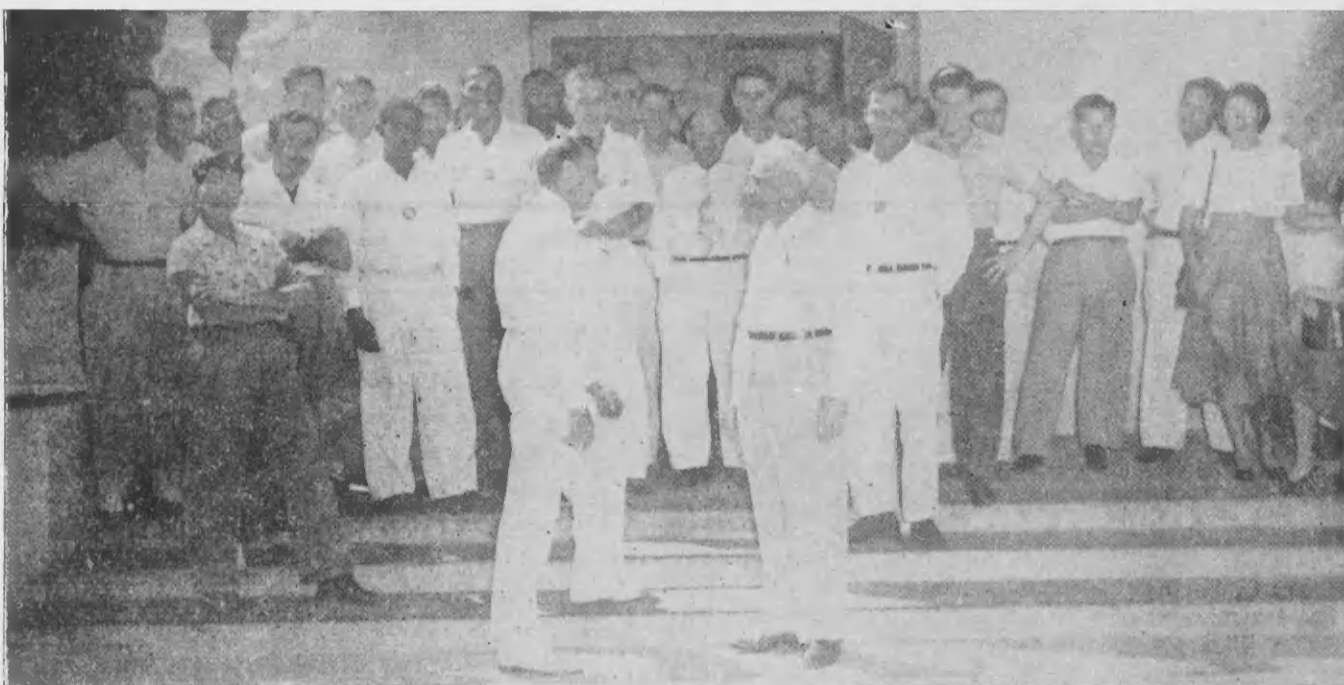


A distant view past the Tank Farm and into Lago Heights is obtained from the new Marine Control Tower just completed.

For di e Marine Control Tower cu a bini cla recientemente bo ta haya un bunita vista riba Tankfarm cu Lago Heights su tras.

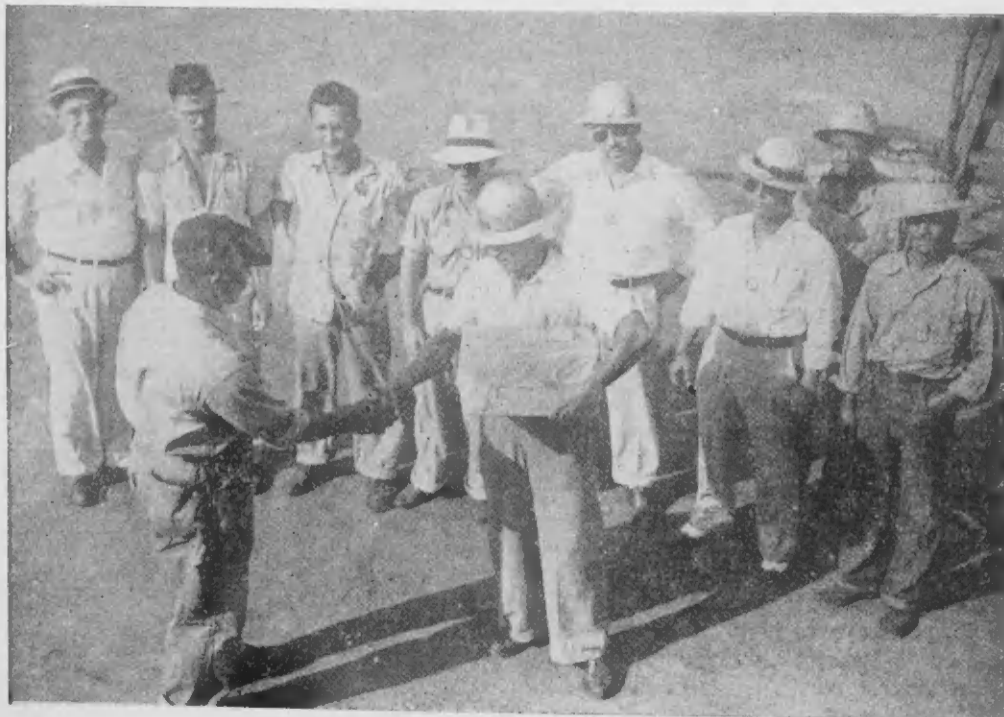
Un di e tribónnan di mas grandi cu nan a yega di vangu foi dock di lake tanker ta esun aki. Miembronan di tripulacion di SS Misoa a vangué.

Miembronan di e teamnan cu a muestra un adelanto di alomenos 30% durante e anja di Concurso di Seguridad a ricibi nan premionan dia 30 y 31 di December. Cauter mil seis cien portamoneda y polvera a worde duná na es empleadonan. Esnan cu tabata cu vacantie riba es fechanan, lo ricibi nan premio ora cu nan bolbe.



Before A. C. Fuller, Service Supervisor in the Marine Department, left for retirement, friends there presented him with a gift. S. L. Easten (left) is seen with Mr. Fuller just before making the presentation. Mr. Fuller worked

for the Sales division of the Pan American Petroleum Corporation in Atlanta, Georgia, from October 1926 to March 1927. In November 1928 he came to Lago, starting to work in the Drydock.



The retirement of Charles Vernom, L. O. F., after many years of service was honored December 30 by a presentation from his co-workers. In the above picture, O. Van Thol, center, shakes hands with Mr. Vernom before giving him a large clock. Mr. Vernom transferred to L. O. F. in 1934.

Charles Vernom di L. O. F. a tuma su retiro despues di hopi anja di servicio. Su co-empleadonan a duné un oloshi grandi como regalo di despedida. O. Van Thol, mei-mei, ta presentá e regalo na Sr. Vernom den number di su amigonan na trabao.



The Laundry chalks up its score for the year. Juan Statia, left, points to the board which charts daily production by departments. Virginia Barnes, center, shows Adelaide Blanco, Modesto Maduro, and Eldica Andrews the Laundry cost control poster. At top is the Laundry safety board showing only two minor injuries for the year. The planes on the board are flying safely into 1950. The Laundry's safety record is noted by the fact that it has had no lost time injury since 1943, and only eight minor injuries in the last three years.





Sixty-three cash prizes totalling Fls. 4,400 were given out at a drawing January 9 to commemorate the new safety record. Here at the main gate is the drawing in action. W. Sluizer, left, of the Cracking Plant, calls off the payroll numbers to the crowd of onlookers. E. Kulisek and T. Wolfe of the Safety Division record and write the winners on the blackboard. Lloyd Mack, Esso Club, has just drawn a payroll number out of the box, while G. N. Owen, Safety Supervisor, calls the Industrial Relations records section to find out the name of the worker with that number.

Sesenta y tres premio, sumando Fls. 4,400 a wordé duná dia 9 di Januari pa conmemorá e record nobo di Seguridad cu empleadonan di Lago di Alcansá. E Fls. 4,400 a wordé parti na un premio di Fls. 500, dos di Fls. 200, diez di Fls. 100, y cincuenta di Fls. 50. Tur empleadonan a tuma parti den e loteria, y nomber di e ganadornan ta parce den es corant aki.

## Company Awards F. 4,400 In Safety Record Drawing

To celebrate a new all-time safety record, Fls. 4,400 in 63 cash prizes were given out January 9 at the Main Gate of the refinery.

The winners of the prizes were selected by a payroll number drawing. All the payroll numbers were placed in a sealed box, mixed up, and then drawn by employees who had gathered to watch the drawing. Each number was called in to the Industrial Relations Records Section where it was checked with the employee's name.

As the names for the winning payroll numbers were obtained, they were written on a large blackboard. Following is the list of the various prizes and the employees who won them.

Fls. 500 winner: Eugene L. Sjaw-A-Kian, Catalytic.

Fls. 200 winners: Irland D. Burke, Garage; G. L. Kamperveen, Gas Plant.

The ten winners of Fls. 100 each: Albert Da Silva, Cracking; Luis Werleman, LOF; Francisco Dijkhoff, TSD Engineering; Wildred Ho-Sing-Loi, Storehouse; Johan Maduro, Pipe; Melvin Hamlet, TSD Lab. No. 1; Nathaniel Lewis, Commissary; Patrick Paterson, Storehouse; Charles Gunsam, Shipyard; and Albert R. Fleming, Lago Police. (Francisco Dijkhoff is one of the two apprentices now studying in the States on a Company Scholarship.)

The fifty winners of Fls. 50 each:

J. Do Nascimento	Salathiel Phillips
Lester Nelson	Felix Garrido
Kenneth Charles	Hugh Tjin Kon Fot
George Dopwell	F. Heronimo
Augustine John	Edward McAshan
Martin Edwards	Luis Nicolaas
Norris Nyack	Wilson Stroude
Stanford Lawrence	Lionel Worrell
Seferino Tromp	James Richardson
Johan Bodeutsch	Joseph Crichlow
Reynold Ward	Daniel Chittick
Lewis Donata	Recaldo Heyliger
Joao Hermano	Elias Vrolijk
Henry Van Bochove	Erie Wellik
Efigenio Croes	William Dyer
Leonard Mellow	Felix Lampe
Charles King	David Shanks
Augustin Gumbs	Osbern Dellimore
Conrad Mahon	Julio Jardine
Placido Hernadis	Augustus Ross
Aubrey Providence	Gerald McGillivray
Jules Riviere	Dalton Hull
Woodward Mills	Herbert Warner
William Lewis	Jack Spa
Marius Richardson	Dominico Maduro

## NEW ARRIVALS

A son, Johan Edwin, to Mr. and Mrs. Rudolf Milan, December 29.  
 A daughter, Ernie Ursula, to Mr. and Mrs. Constantin Jean-Marie, December 30.  
 A son, Juan de Dios, to Mr. and Mrs. Jose Kock, December 30.  
 A daughter, Shirley Eudene, to Mr. and Mrs. Arthur Bailey, December 30.  
 A daughter, Marguerite Eleonore, to Mr. and Mrs. Carl Lejeune, January 1.  
 A son, Rudolph Anselmo, to Mr. and Mrs. Joseph Groenveld, January 1.  
 A daughter, Cheryl Joan Yvonne, to Mr. and Mrs. Maurice Peters, January 1.  
 A son, Ramon Emilio, to Mr. and Mrs. Samuel Van Ter Pool, January 2.  
 A son, Elio Estevanio, to Mr. and Mrs. Venancio Dania, January 2.  
 A son, Rigoberto Armando, to Mr. and Mrs. Ruperto Geerman, January 3.  
 A daughter, Mary Ann, to Mr. and Mrs. Thomas Lampe, January 3.  
 A daughter, Nina Elizabeth, to Mr. and Mrs. George Boston, January 3.  
 A son, Jaime Enrique, to Mr. and Mrs. Simon Roos, January 3.  
 A daughter, Helena Filomena, to Mr. and Mrs. Francisco Wever, January 3.  
 A daughter, Marisa Rigoberta, to Mr. and Mrs. Mario Bomba, January 4.  
 A daughter, Esther Louise, to Mr. and Mrs. Leopold Anthony, January 4.  
 A daughter, Cheryl Brenda, to Mr. and Mrs. Ulric Mills, January 5.  
 A daughter, Diana Bernadetta, to Mr. and Mrs. Frits Perrotte, January 6.  
 A daughter, Joycelyn Vitalis, to Mr. and Mrs. Amos Dublin, January 6.  
 A son, Reynaldo Pascual, to Mr. and Mrs. Aurelio Barros, January 7.  
 A daughter, Luciana Crispina Greta, to Mr. and Mrs. Juan Pingal, January 7.  
 A daughter, Shirley Deanna, to Mr. and Mrs. Victor Ellis, January 7.  
 A daughter, to Mr. and Mrs. Dominico Dirks, January 8.  
 A daughter, Lourdes Ortencia, to Mr. and Mrs. Mario Kransen, January 8.  
 A son, to Mr. and Mrs. Angel Martinez, January 8.  
 A daughter, Greta Mercedes, to Mr. and Mrs. Simon Jansen, January 8.  
 A daughter, Aggie, to Mr. and Mrs. Hendrik Van Giffen, January 8.  
 A son, to Mr. and Mrs. Duncan Stanislaus, January 9.  
 A daughter, to Mr. and Mrs. Leonardo Winterdaal, January 9.

## Papiamento To Be Made Uniform

Official steps have recently been taken to make the Papiamento language uniform by drafting rules of spelling and grammar, and by compiling a dictionary. A story this month in the Curaçao newspaper, "Amigoe di Curaçao", tells of a Government-appointed committee which has been named to study this problem.

The committee was installed in a short ceremony which was held in the Cultural Center in Willemstad. Cabinet member J. H. Sprockel gave the welcoming address.

Many houses in Texas and California are being built with a mixture of clay and a small amount of asphalt, with the clay coming from the basement excavation. The ancient Babylonians also used mud bricks that contained pitch from oil seepages.

## Income and Automobile Taxes Are Raised by Legislature

According to an article in the Curaçao newspaper, Beurs- & Nieuwsberichten, the Legislature recently passed bills increasing various forms of taxation, including personal income taxes and the automobile tax. The new rates became effective on January 1 of this year.

On private cars the new automobile tax will be Fls. 6 for each 100 kilos weight of the car. A special formula will be used to figure the tax on commercial vehicles used for transporting goods or passengers.

The tax on a motor vehicle on two or three wheels will be Fls. 40; for a bicycle, Fls. 5; motor boats, Fls. 40; for a bicycle or a boat with an auxiliary motor, Fls. 20. In addition, the 10 per cent surtax on these rates is being continued.

In general, the individual income tax is increased by roughly 10 per cent.

Under the new income tax regulations there will be no surtax (tax on the income tax) on incomes of less than Fls. 5,000. Incomes between Fls. 5,000 and Fls. 10,000 will be charged a 35 per cent surtax; between Fls. 10,000 and Fls. 20,000 the surtax will be 40 per cent; and incomes over Fls. 20,000 will be charged an 80 per cent surtax.

(Last year, incomes between Fls. 5,000 and Fls. 20,000 had a surtax of 30 per cent; those over Fls. 20,000 were surtaxed 65 per cent.)

The surtax on profit tax assessments was raised from 135 per cent to 180 per cent.



Kelly Tong, T.S.D. and his wife, the former Louise Amalia Simmons, Stewards Department, cut their wedding cake following their marriage on December 17. In the last issue of the Esso News, Mr. Tong's name was inadvertently spelled "Wong".

## Inspuit Contra Difteria

Jioenan di hopi empleadonan di Lago a haya inspuit contra difteria na Hospitaal recientemente. Mayornan mester corda cu nan mester bolbe despues di un luna pa tuma e di dos inspuit pa e tin efecto.

E promé inspuit no ta haci cu e mucha no tin chens di haya difteria; tantem cu e no haya e di dos e tin peliger. Y asina mes, inspuit di difteria no tin efecto asina cu caba di tumé. Ta te despues di un periodo di dos of tres luna cu e mucha tuma e inspuitnan, e ta completamente foi peliger di haya es enfermedad; p'esey mester tuma e inspuitnan promé cu e epidemia cuminza.

Pa tal motibo, semper Departamento Médico tin un provision regular di e inspuit na man, como tambe inspuitnan contra kinkhoest y tifoidea.

Ken cu tin derecho di haya tratamiento inspuitnan di Hospitaal di Lago por haya es inspuitnan ki ora cu nan ta desea; esnan cu ta haya tratamiento na Dispensario, por haya es inspuitnan aya, y esnan cu ta traha riba lamar, na Marine Dispensario.

Tin varios caso di difteria riba Aruba y di dia 3 di Januari pa dia 9 di Januari, Departamento Médico a duna 1,150 inspuit contra es enfermedad. P'esey tur provision a caba, no solamente na Lago, pero na tur islanan Holandes di West Indie. Ora cu nan ricibi mas

## Lago Employee Council Ta Eligi Oficialnan

Lago Employee Council cu a worde eligi luna pasá, a reuni cu Directiva pa di promé bez dia 4 di Januari. Obheto di e reunion introductorio tabata pa discuti estado actual di e sistema nobo y pa traha plannan pa futuro.

(Na un reunion teni despues, Lago Employee Council a eligi oficialnan pa un anja. Nan a scohe Frederick Dirksz di T.S.D. como presidente; Cecil Bishop di M. & C. como vice-presidente, y Higinio Kelly di T.S.D. como secretario. E Council ta sigui cu nan trabao pa forma reglamientonan.)

Esnan presente na e reunion di 4 di Januari pa Directiva tabata J. J. Horigan, O. Mingus, C. F. Smith, y E. Byington, como tambe e cuater hombernan cu a worde nombrá como representantenan di Compania pa traha hunto cu e Council, esta: F. E. Griffin, H. Chippendale, J. V. Friel, y F. J. Getts. Miembronan di e Council mes ta F. Dirksz, J. Maduro, B. K. Chand, C. R. Bishop, H. Kelly, S. Luydens, H. Blaize, y N. Baptiste.

Centro di e discusionnan tabata riba kico e Council lo haci y como lo e funcioná. Resultadonan y problemanan di eleccion tambe a worde discuti, y nan a menta en especial e trabao excelente cu e dos comitentan nominativo a hiba a cabo.

Representanten di Directiva a revisá e representan di Compania di representacion. Nan a splica cu Compania su motibonan básico pa forma e plan ta, di promé, un deseo sincero pa fortificá negociamiento den relacionnan entre Empleadó y Directiva; y di dos, pa cubri e necesidad pa representacion adecuado di tur empleadonan. Algun punto cu ta haci e plan nobo mihor cu esun anterior; un medio di representacion cu ta representá tur empleadonan adecuadamente; partimento di e trabao di representacion entre e comité negociativo y e diferente comitentan consultativo, di moda cu problemanan ta worde tratá mas detayadamente; tratando problemanen departamental mas rápidamente pa medio di representantenan di districtonan; establecimiento di comprendemento mutual cu lo ta posible pa medio di Combenio di Trabao cu lo muestra cual problemanan ta pidi acción negociativa y cualnan acción consultativa.

Miembronan a worde recordá cu no tin ningun punto nobo of experimental den e plan — cu prácticamente tur fashonan di e plan a worde usá na otro lugarnan cu bon resultado. Nan a duna como ehempel ciudad di New York, unda representantenan di Council di e lugar ta worde eligi segun un sistema parecido na esun di nos; barrio di Brooklyn ta vota solamente pa su mes miembro, y no pa miembro di barrio di Manhattan. Y toch e Council ta traha como un cuerpo, atendiendo problemanan cu ta afectá diferente barrionan di e ciudad di mas grandi di mundo.

Durante discusionnan en general, Lago Employee Council a expresa nan aprecio pa esfuertonan di Compania. Aunque tabatin dificultadnan den pasado, nan ta propone pa cuminza awor cu un "blaachi limpi", cu e propósito pa di tur dos banda nan trata di coopera bao di e plan nobo.

E reunion a cera bao di speranza di tur dos grupo cu lo tin comprendemento mutual y pasenshi pa trata e problemanan cu tin nan dilanti.

foi Merca (pa avion) sigur un otro mil inspuit lo worde duná.

Corda bon: pa e inspuit di difteria ta efecto mester tuma dos, e di dos un luna despues di esun di promé. Y ainda, ta dura dos of tres luna promé cu e inspuit bira completamente efectivo.

